(b) While analyzing the Risk factors influencing crash involvement, the Report has *inter-alia* highlighted factors influencing the crash such as speed and visibility. The crash risk increases as speed increases. The report states that in highly motorized countries, inadequate visibility plays a key role in crashes involving vehicles, while in low and middle income countries, the two wheelers, pedestrians and cyclists are at a high risk on this account.

(c) Some of the important steps taken by the Government besides highway design to check the road accidents on National Highways are as under:

(i) Grants-in-aid to voluntary organizations for administering road safety programmes.
(ii) Publicity campaign on road safety awareness throughly audiovisual-print media.
(iii) Encouraging use of simulators in drivers training.
(iv) Institution of National Award for voluntary organizations/individual for outstanding work in the field of road safety.
(v) Organizing All India Essay Competition on road safety for school children with a view to create awareness.
(vi) Tightening of fitness norms for transport vehicle.
(vii) Widening and improvements of National Highways.
(viii) Introduction of safety features in Motor Vehicles, etc.

Loss due to poor roads

4627. SHRI R.K. ANAND: Will the Minister of SHIPPING ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether it is a fact that due to inadequate capacity and poor quality of highways the country losses about Rs. 10,000 crore a year;

(b) whether it is a also a fact that average productivity of trucks is 250 300 kilometres per day in India whereas it is 600-800 kilometres per day globally;

(c) whether it is further a fact that 50 per cent of our National-Highways are in poor condition and 30 per cent highways are single-line; and

(d) the steps taken by Government to construct National Highways of international standards?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI K. H. MUNIYAPPA): (a) It is a fact that there are economic losses due to inadequate capacity and poor quality of the highways. However, it is difficult to quantity accurately such losses.

(b) Road freight operations are almost entirely in the hands of the private sector and the vehicle fleet in India comprises different categories of vehicles having different productivity levels. Though no authentic details of productivity of trucks in the country are available, it is know that the distance covered by road freight carriers in India are lower than developed countries due to constraints of capacity and quality of roads.

(c) The National Highways are being kept in traffic worthy condition within the available resources. The total length of National Highways in the country at present is 65,569 km. Out of this, about 18% of the road lengths are of single-lane and 12% are of intermediate lane width.

(d) Several measures/programmes like National Highways Development Project (NHDP), which includes 4/6-laning of existing National Highways have been taken up for improvement/development of the National Highways.

Raw material for SSI from PSUs

4628. SHRI S.S. AHLUWALIA: Will the Minister of SMALL SCALE INDUSTRIES be pleased to state:

(a) whether it is a fact that a large number of units have been in the business of manufacturing various intermediaries out of raw-materials supplied by PSUs, like Coal India, Indian Oil Refineries etc., over the last several decades;

(b) the total number of such SSI units on 1st April of 1980,1991, 1996,1998,2001 and 2004, State-wise;

(c) whether there was any policy framework envisaging preferential supply of raw-materials by PSUs to SSI Units;

(d) if so, details thereof; and

(e) the instance of closing down of SSI units due to changes in policies resulting in stoppage of raw-materials by PSUs?